



Hongkong Daily Press.

ESTABLISHED 1857.

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VERY OLD LIQUEUR
SCOTCH WHISKY.
Per Doz. \$15.00
H. PRICE & CO.
12, QUEEN'S ROAD.

No. 13,613 號套十肆百陸千壹萬第 日肆十月十年十二結光 HONGKONG, WEDNESDAY, DECEMBER 4TH, 1901. 叁拜禮 號肆月十年壹零百九千壹英港香 PRICE, \$21 PER MONTH

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PER CASE, PINTS, \$50; QUARTS, \$48.

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WINE SHIPPERS SINCE 1815.
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This World-renowned
Fine OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
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TIME TABLE

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
NIGHT CARS as on Week Days.

SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 30 minutes.
9.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
NIGHT CARS as on Week Days.

Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.

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General Managers.

Hongkong, 4th October, 1901.

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EMPORIUM.

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tablishment is always leading in this respect.
We are Agents for the famous NEW
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and we also supply a full range of every description
of bicycle accessories, and have a second-hand Machine.
Repairs executed with promptitude and skill.
Bicycle a specialty.

MCKIRDY & CO.
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Hongkong, 4th April, 1901.

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CONSULTING ENGINEER, SURVEYOR
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Work a Specialty. Designs prepared for
Small Coast Steamers, Light Draught Vessels,
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PORTLAND CEMENT.
\$5.50 per Cwt. of 75 lbs. net at Factory.
\$3.80 per Bag of 250 lbs.

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General Managers.

Hongkong, 1st June, 1901.

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DEVELOPING AND PRINTING UNDERTAKEN.
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ENGLISH AND FRENCH CONFECTIONERY

FILBERTS, HAZELS, ALMONDS, BARCELONAS

TOYS! TOYS! TOYS!

CHOICE SELECTION OF SWEETS.

"Reviving sweets repair the mind's decay."—POPE.

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ACCEPTABLE TO ALL

IS A

BOX OF CADBURY'S

CHOCOLATE CREAMS.

A LARGE VARIETY IN FANCY BOXES AT POPULAR PRICES.

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CHEMISTS AND AERATED WATER MANUFACTURERS,

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

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SUPERB OLD COGNAC, \$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

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BLEND WHISKY,

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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

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JUST LANDED.

REID'S IMPERIAL BROWN STOUT IN KILDERKINS OF

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WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
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DAKIN'S ANISEED & LICORICE COUGH BALSAM.

For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS,
COLDS, HOARSENESS, and SORENESS of the CHEST.
Price 50 Cents and \$1.

CRUIKSHANK'S COUGH BALSAM.

A VALUABLE REMEDY FOR INFLUENZA, COLDS, BRONCHITIS, ASTHMA, and all Diseases of
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RIDING LEGGINGS, PUTTIES, DENT'S RIDING and WALKING GLOVES and the LATEST SHAPES in TRESS & CO.'S GOLF CAPS.

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A GRAND ASSORTMENT OF THE ABOVE IN VARIED FANCY BOXES AT MOST POPULAR PRICES.

SPECIAL DELICACIES, MARRONS, GLACES, CRYSTALLISED ROSES AND FINEST CRYSTALLISED FRUITS FOR DESSERT.

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New Stock of ROMAN CATHOLIC PRAYER BOOKS.

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NEW BRAND OF EGYPTIAN CIGARETTES (in Air-Tight Tins), ENGLAND, CAIRO, from \$1.50 to \$4.50 per 100.

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A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and Smoking Rooms.

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Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

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Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

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City Office: 7, Duddell Street.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the Tram Terminus.

Tel. 58.

For Terms, apply to the MANAGER.

Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 15 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate.

A. FONSECA, Manager.

Hongkong, 1st December, 1899.

"BOA VISTA" HOTEL, MACAO.

THE SANITARIUM OF SOUTH CHINA.

Macao is 40 miles West of Hongkong, and the trip is made each day (Sundays excepted) by the Steamer "HARVESTMAN," Capt. W. E. CLARKE, leaving Hongkong at 2 P.M. and Macao at 8 A.M. Connection made at Macao with Company's Steamer to and from Canton.

Cable Address—"Boavista."

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(Established 1873) MACAO.

THIS First-class and well-famed establish-ment is pleasantly situated in the centre of PRATA GRANDE, facing south, with a charming view of the sea on the front. Com-fortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.

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L. HING KEE, Proprietor.

Telegraphic address "HINGKEE." (1682)

VICTORIA HOTEL,

SHAMEN CANTON.

BRITISH CONCESSION.

GOOD Accommodation.

Excellent Cuisine.

Every Convenience for Tourists.

T. F. DE CRUZ, Manager.

Canton, 1st October, 1901.

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JUST LANDED A NEW STOCK OF

ELEY'S AND KYNOC'S SPORT-ING CARTRIDGES and NEWCASTLE CHILLED SHOT.

TIMATION

ESTABLISHED A.D. 1841.

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WINE AND SPIRIT MERCHANTS.

SCOTCH
WHISKY.WATSON'S
VERY OLD LIQUEUR
SCOTCH WHISKY

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BLEND.

Pronounced by Connoisseurs to be the
BEST BRAND in the FAR EAST.

Per Dozen \$15.00

The following Blends are also recom-
mended, and are unsurpassed in quality—

- A. THORNE'S BLEND... \$10.80
B. GLENORCHY, MELLOW
BLEND, a fine 'SODA'
WHISKY of great age... 10.80
C. ABERLOUR-GLENLIVET... 12.00
D. H.K.D. BLEND of the Finest
Old Malt Scotch Whiskies... 14.40

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

BIRTHS.

On the 26th November, at No. 65, Yangtze Road, Shanghai, the wife of H. PRASCHER, of a son. On the 28th November, at Shanghai, the wife of E. STANLEY, of a daughter.

DEATHS.

On the 3rd December, at 5.30 a.m., at his residence, Stanley Street, CHOW CHIEH BEI, J.E., for over 30 years Comptroller to the China Sugar Refining Co., Ltd., aged 65 years. Deeply regretted.
On the 27th November, at the General Hospital, Shanghai, LEOCADIO M. H. OZORIO, aged 38 years.
On the 27th November, at Shanghai, ALBERT WACHTEL, late of the Russo-Chinese Bank, aged 28 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

Hongkong, 4th December, 1901.

On the 29th November, 1900, rather more than a year ago, the Blake Pier was opened with no little ceremony, and in the presence of a large concourse of spectators, by His Excellency the Governor. The occasion had been looked forward to with some expectation. The pier was something superior to its predecessors—the old wooden Padder's wharves, which had hitherto done duty as the central landing-place in the city of Victoria. It was hoped and believed that a pier worthy of the port and the Colony was about to take the place of the short, shabby, and inconspicuous wharves which up to the date of the new Reclamation disgraced the water-front of the city. A rumour had also found currency that the Clock Tower, which, though at some little distance, has always been associated with the landing-place at this point, was shortly to be moved down to the new pier, and Sir HENRY BLAKE's expected speech was therefore invested with more than usual interest, not only because the Clock Tower in its present position has ceased to be either ornamental or useful, but because it has become a serious obstruction to the tide of traffic in Queen's Road Central, and being lost amidst the surrounding buildings, is no longer in any sense an ornament. There was also in the new pier a great and manifest want, which it was felt would seriously impair its usefulness, and this was the apparent absence of any provision for the shelter of passengers from the fiery heat of the sun or the pitiless pelting of summer rains. Former wharves had been disfigured by clumsy but useful matchsheds, which, though not always a very efficient shelter from wind and rain, had served to shade waiting passengers from the rays of the sun. It is true that the

matchsheds speedily became dilapidated and were sometimes carried off bodily by typhoons, but they afforded a shelter when on the wharf, though perhaps a precarious one. Something more permanent and more worthy of the new structure was looked for, and with good reason. A large site had been prepared in front of it and the pier had been constructed without any sordid considerations of cost. The ratepayers were not averse to a handsome vote being taken for the effective completion of the work, and no one was disposed to cavil at any reasonable sum being placed in the estimates for the purpose.

The assembly were not disappointed. Sir HENRY BLAKE did allude to the needed addition to the pier. He said:—"I am glad to hear from the Director of Public Works that the timely precaution has been taken to so arrange the foundations 'that in time to come, the Clock Tower may be erected at the base of the Pier.' I hope that by next year I shall be able to include in the Estimates a sum to provide for the removal of the Clock Tower from its present position, 'where it is a serious obstruction to traffic, and its replacement at the base of this Pier.' His Excellency, in further proof of his ability to see to the matter, subsequently called for plans for a new Clock Tower, a prize being offered for the best design. This was awarded to Mr. FISHBURN, of the Public Works Department, who sent in a very handsome design which included waiting-rooms for passengers using the pier, as well as a Clock Tower that would prove a most effective ornament to the water front, while at the same time its clock would be visible for miles along the harbour and shore. This design has been in the hands of the Government for many months, and there was plenty of time to obtain tenders for the work and to put it in hand. But we are not aware that it has got any further than to receive approval as the best design, and we should be most agreeably surprised to learn that a tender had been accepted and the work authorised. It would be a thousand pities to delay this work. It is part of the scheme of the creation of a suitable public landing-place for the City; it has been re-named, very suitably, after the present Governor, and it would be a matter for sincere regret if, after deferring its construction, it should be left to his successor to erect or to cancel as he pleased. Sir HENRY BLAKE need not fear for a want of funds. There is money enough to provide for the comfort of the thousands of persons who have to use Blake Pier by giving it a shelter from the elements. His Excellency appeared to entertain no misgivings on the subject a year ago, and the revenue has not declined since. The contemplated sanitary works will no doubt cost a great deal, but they must not shoulder all other works out of the way. Nor should Sir Henry allow his courage to come through the tips of his fingers. The Secretary of State for the Colonies is not likely to begrudge a small outlay which can be shown to be not only desirable but necessary. We hope therefore that His Excellency the Governor, if he has any lingering doubts on the subject, will throw them promptly overboard, take his courage in both hands, and manfully accepting responsibility, give orders for the immediate prosecution of this much needed, long discussed, and generally hoped for improvement.

The German mail of the 31st October was delivered in London on the 2nd inst.

Shooting at 200 yards on the Tai Hang range on Sunday, in a police competition, Sergeant Cameron made 48, two short of a possible.

One hundred new rickshaws, in addition to the couple of hundred recently inspected and passed, were licensed for street hire yesterday.

Two cases of communicable disease were reported in the Colony last week, both of enteric fever. The sufferers were Europeans, one an S.S. Dardanus who contracted the disease at Kobe.

The Chinese musician who was attacked and stabbed repeatedly in the abdomen in a house in Hollywood Road last week by another musician, died in the Government Civil Hospital on Monday night.

In the Supreme Court yesterday, before His Honour A. G. Wise (Acting Chief Justice), evidence was continued in the case in which H. Fry & Co., sue the owners of the S.S. Kutang for \$1,100 in respect of damages caused to the junk Sen Ti Li and her cargo by collision in the Harbour on 31st August. Several witnesses were examined for the defendants, including the master of the steamer. His Lordship reserved judgment.

We regret to have to record the death of an old and much respected Chinese resident of this Colony, in the person of Mr. Choo Chee Boe, who was for over 30 years comptroller to the China Sugar Refining Company. The deceased was a Straits-born Chinaman and came to this Colony many years ago. He was noted for his charitable disposition, and was a Justice of the Peace. His illness was of short duration, and he succumbed at the age of 85 years, leaving a large family to mourn his loss.

The U.S. battleship Kentucky left for Amoy yesterday.

Mr. Albo Marsh is giving a concert in Shanghai to-morrow.

The Echo de Chine says that the missions of Yunnan and northern Manchuria have satisfactorily arranged with the Chinese Government all the questions arising out of the Boxer troubles.

The British Admiralty were exceptionally busy last month on experimental work, notably in regard to new fuel, a new system for coaling at sea, and submarine telegraphy enabling cables to be tapped.

The Sinchewpo learns that the Grand Council has suggested that the Court returns to Peking on the 14th of January next, and that the Empress Dowager has been asked to deliberate over the suggestion.

It appears from a notice issued by the N.C. Daily News that the proprietors of that paper and those of the Ostasiaticheskoye Izvestiye intend issuing an illustrated magazine next year. It is to be called The East of Asia, and will be devoted to articles descriptive of the countries, peoples, customs, etc., of the Far East.

The N.C. Daily News of the 28th ult. says:—"H.M.S. Pique arrived here yesterday and is now moored opposite the Bund. She was very cleverly brought up by Commander Oldham. She came up on the strong flood between the opium hulks and the Pique, founded to under the stern of the Bulwark, and then proceeded to take up her moorings ahead of the Pique."

The Hamburg-Amerika Linie steamer Savia, especially built for the Pacific, and hitherto used as an ambulance-ship for the German China Expedition, will open the new German line from Hongkong to Japan and Valdivia, tock. This line, by means of ice-breakers, will run all the year round, it is said, and is expected to run all through the winter of 1902 and thereafter.

News from Nanking reports that H.E. Lin Kung-yi has recently sent a memorial to the Throne to the effect that, as a large sum of money is required to relieve the sufferers from the late inundations of the Yangtze, he begs that the sale of substantive official ranks be extended for another year in the provinces under his jurisdiction as a means of obtaining the necessary funds for that purpose.

The Union (Shanghai) says:—"The German military authorities are doing their best to stop the rowdiness of their soldiers and in consequence of the stabbing of a Chinaman and other little jokes, it is said the liberty of all the men has been stopped. As we stated before, the conduct of the men must cause the officers a lot of unpleasantness. The only troops in Shanghai who have not been disgraced by the conduct of some of the men are the Asiatics, that is the Japanese and Indians." This paragraph might be recommended to the notice of General Voyron and also of certain German military critics of the recent operations in China.

The P. & O. Company's s.s. Malacca, due in Hongkong about the middle of this month, is conveying the following details to the East:—From London: to Hongkong, 2 officers; 172 men, 13 women and 19 children, of the Royal Garrison Artillery and Royal Army Medical Corps; from Gibraltar to Ceylon, 4 officers, 154 men, 11 women and 21 children, No. 18 Co. W. D. R. G. Artillery; from London to Colombo, 28 men, 5 women and 13 children, various details; from London to Singapore, 3 men, 1 woman and 2 children, various details; from London for Peking, 50 men, R.G.A.; from Malta to Trincomalee, 5 officers, 150 men, 8 women and 16 children, No. 17 Co. S. D. R. G. Artillery; and from Trincomalee to Hongkong, 4 officers, 133 men, 7 women and 18 children, R. G. A.

The St. Petersburg Novosti recently pleaded for a defensive alliance between Japan and Russia, and said:—"This combination requires no artificial efforts. It is the natural result of the general situation in the Far East. The balance of political power will only be established in that part of the world when Russia and Japan combine their legitimate interests. Japan disposes of a splendid fleet, while Russia has a large army in Eastern Asia. An alliance between those two States would be a formidable power, which would put an end once for all to British enterprises." The Novosti in the same article accused the English newspapers of trying to sow discord between Japan and Russia, speculating on the circumstances that the Japanese Press is little known in Russia, and that all information concerning the situation in Japan is derived from English and American journals, which represent Japanese affairs in an altogether partial way.

The Su Pao publishes an account of Sir Ernest Satow's visit to Viceroy Lin Kung-yi to the following effect:—"On the 21st ult., the British Minister, Sir Ernest Satow, and some other British officials paid a visit to Viceroy Lin Kung-yi. When the foreign officials arrived at the Viceroy's yamen the old man was still in bed and had not prepared to receive the guests, as their visit had not, as it ought to have been done, been announced to him beforehand by Jen Taotai, Director of the Bureau of Foreign Affairs. So the visitors were kept waiting at the yamen; and by the time the Viceroy came out to receive them they had gone away already. This made the Viceroy feel very uneasy and he at once sent Jen Taotai after the guests to bring them back. The Viceroy was not relieved from his anxiety until, after the lapse of some minutes, Jen Taotai returned with the visitors. The British officials were received and treated by the Viceroy with every mark of respect and courtesy."

An up-to-date Civil Hospital is to be built in the mountains of Benguet, Luzon.

The U.S. Methodist Missionary Society is promoting a scheme for a McKinley Memorial College in Manila.

A sum of \$40,000 has been handed the French Consul at Mengtze for the construction of a hospital dispensary.

Pedro Ralli, a well known American newspaper correspondent, while acting as a reporter in Moro province, P.I., was killed by natives on the 24th ult.

Frank C. Meekin, the American deserter who became an insurgent officer and was after capture sentenced to be shot, has had his sentence commuted to one of twenty years imprisonment.

A brutal assault has been committed by natives on six soldiers belonging to the Garrison Battery at Allahabad. One of the soldiers was not expected to live on the 18th ult. The natives were used by the natives, nine of whom were arrested.

At a recent meeting of a planters' association in Ceylon, among the subjects discussed was the increase of drunkenness among coolies who have now taken to drinking a kind of so-called German "Eau de Cologne," with disastrous results.

The fact that the head of the murderer of Baron von Kotteler was brought to Germany has given rise to some comment, as we have already recorded. Admiral von Tirpitz now explains that the head was brought from China for scientific purposes by a doctor, who proposes to present it to the Pathological Institute.

The New York Herald announces that Mr. J. Hoerlings, who has recently been acting as correspondent in Berlin for several American papers, has received an order of expulsion, presumably from Germany. Mr. Hoerlings acted as correspondent in China last year, and was badly wounded on board the German gunboat Illia during the attack and capture of the forts at Taku in June, 1900.

The Government of India has appointed a Commission composed of Mr. E. M. des Champs Channier, B.L., Government Advocate of the High Court, N.W. Provinces, and Mr. A. L. P. Tucker, Political Agent at Harauti and Tonk, to enquire into the charge against the Maharaja of Poonah, Central India, of causing the death of the Maharajah's uncle, with full power to pass sentence as in a Court of Criminal Jurisdiction of British India.

Wealthy Hollanders are arranging for the establishment of a colony of Boers and Hollanders in the state of Wyoming. Three hundred thousand acres have been secured and a gigantic canal and irrigation system has been surveyed, the construction of which is to begin immediately. Colonists are being brought over to do the work. The soil is adapted for the cultivation of sugar, and a large beet-sugar factory will be established.

The Honley Regatta stewards do not seem to have settled yet the matter of international entries at the Regatta next summer, but it is already announced from Canada that a son of F. Scholes, the holder of the Toronto Bay and United States intermediate amateur sculling championship, intends entering for the Diamond Sculls. The New York World also states that the Union Boat Club has decided to send Mr. C. S. Titus to Honley next year to compete for the Sculls.

On the journey out to China of the Italian cruiser Lombardia, the ship's company of H.M.S. Cacharric, senior naval officer's ship at Port Said, exemplified the fraternal feeling that exists between the British and Italian navies by entertaining the men of the Lombardia "light spread" and entertainment. The gathering was held at Navy House, Port Said, and an enjoyable programme concluded by the company singing the National Anthems of the respective countries.

A Japanese correspondent in Australia, writing before the passing of the Immigration Restriction Act, remarks in the course of a letter to the Times:—"The political situation in the Far East is such that a serious emergency is quite within the reach of possibility. In short, the cordial relations now existing between Great Britain and Japan amount to something like an alliance. As long as Australians consider themselves as British, I must ask them that they should take into account the position and relation which Japan occupies towards Great Britain. Other-wise their great sacrifices in the despatch of their youths to South Africa and other earnest manifestations of loyalty on the recent occasion of the Royal visit to Australia will much less be appreciated by the home people. Under these circumstances it is my earnest desire that Australian statesmen in their responsible position will reconsider their decisions, and will find some other means than these drastic measures to carry out their ideal White Australia."

LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer Stuttgart left Kobe via Nagasaki and Shanghai on the 1st inst., p.m., and may be expected here on or about the 10th inst.

The N.Y.K. steamer Eiojun Maru (American Line) left Shanghai for this port on the 2nd inst., p.m., and is expected to arrive here to-morrow morning.

The N.C. steamer Bormida left Singapore for this port on the 28th ult., and may be expected here on or about the 7th inst.

The N.P. steamer Wyfield arrived at Maroon on the 28th ult.

The C.P.R. steamer Tartar arrived at Vancouver at 5 a.m. on the 2nd inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

GENERAL NEWS.

LONDON, 2nd December, 2.55 p.m.

BANK OF LIVERPOOL FRAUDS.

Goudie, the book-keeper of the Bank of Liverpool who defrauded the bank of £170,000 and absconded last month, has been arrested at Bootle, in Lancashire.

LONDON, 3rd December, 10 a.m.

RUSSIA AND JAPAN.

The Novoe Vremya expresses hopes that Marquis Ito is convinced of Russia's desire for peace and friendship between Japan and herself. The St. Petersburg journal expresses itself unable to understand the Japanese Press fearing an alliance with Russia; such an alliance, however, is untrue yet, the two countries must find common interests first. The Novoe Vremya adds that it can understand third parties' objections to a Russo-Japanese alliance, but it hopes that Marquis Ito will prevent the Japanese from becoming the dupes of their alleged well-wishers.

REUTER'S SERVICE.

LONDON, 30th November.

MARQUIS ITO IN RUSSIA.

The Tsar has conferred the order of Alexander Nevsky on Marquis Ito. The Marquis had a most flattering reception.

THE MANCHURIAN QUESTION.

Russia's negotiations with China concerning Manchuria have been broken off, owing to the objections of Japan.

SOUTH AFRICA.

On and after the first of January next, no one without a permit will be allowed to enter Cape Colony or Natal.

QUEEN WILHELMINA AND HER HUSBAND.

There are persistent reports of a serious division between Queen Wilhelmina and her husband. The latter has now gone to Germany.

LONDON, 1st December.

THE NEW GERMAN TARIFF.

A socialist petition against the new German Customs tariff contains over 3,000,000 signatures. Violent debates are expected to take place in the Reichstag, but the tariff will probably become law in spite of the opposition.

MARQUIS ITO IN RUSSIA.

Marquis Ito will remain for some time in St. Petersburg. The Russian authorities and newspapers are gratified that the visit of the Marquis is tending to convince Japan of Russia's good will, and preparing the way for a rapprochement of the two empires.

ARRIVAL OF THE PORTUGUESE AMBASSADOR TO CHINA AT MACAO.

[FROM OUR CORRESPONDENTS.]

Macao, 2nd December.

ENTHUSIASTIC RECEPTION.

At a quarter past one o'clock this afternoon the Gula Fort fired one gun, announcing that the gunboat Zaire (which had proceeded with the Colonial Secretary, Mr. Alfredo Lello, to Hongkong on Thursday last) had just been sighted, with His Excellency Conselheiro José de Azevedo Castello Branco on board. Upon this signal the Colonial Secretariat at once issued invitations to the Senate and the departments of Government for their members and all public officers to receive His Excellency on his landing in the Colony. At once a large number of people, the native element predominating, gathered along Praia Grande, from opposite the Court House to the Public Garden. The orderliness of the crowd was remarkable. By three o'clock every point where a good view of the landing could be obtained was taken up, and just about this time the Zaire crossed the San Francisco barrier, when immediately there belched forth from the Fort a salute befitting the rank of the envoy. At the same time the troops, under Capt. Villela, drawn up in line in front of King Koo's Hotel, presented arms, and the band struck up a martial air. The Zaire steamed slowly round Barra Fort into the Inner Harbour, the Government Launch Colossus on board, according. After the Zaire had taken up her anchorage H.E. went on board the Colossus and in her he was conveyed back round Barra to Praia Grande, where by this time were assembled H.E. the Governor, accompanied by his A.D.C. (Lieut. Carralho, R.A.), the members of the Executive Council and the Municipal Commissioners, the Administrator do Conselho (Capt. E. Leunemann), the Senior Officers Commanding the Military Forces, the Chief Justice (Dr. Magalhães), the British Vice-Consul (Mr. F. O'Leary), and others. The military and other officers, in their full uniform, made a brilliant spectacle amidst the large concourse of spectators. Conspicuous among the uniforms was noticed that of Major Bragança, commanding the Expeditionary Force recently arrived. On landing, His Excellency the Portuguese Minister Plenipotentiary and Envoy Extraordinary was received at the pier by Senhor Horta e Costa, in person, whose cordiality of reception was manifested in the exchange of

embraces. On marching past the troops, who now presented arms, the military band played the Portuguese anthem. The Minister was shown by the Governor to the state chair in waiting, and was conducted in it to Government House, where a formal reception was afterwards held.

THE MEANING OF THE EMBASSY.

As must only be expected, there is much reticence in official circles as to the immediate purport of the present Portuguese embassy to China; and it has therefore been difficult to ascertain, with even the smallest degree of certainty, what is the nature of the royal mandate which His Excellency is entrusted with to deliver to the Emperor of China. Conjectures have been formed and surmises freely speculated in. It will therefore be interesting at this juncture to present a summary of public opinion in Lisbon, as traceable in the Press, representing the various shades of politics. Conselheiro José de Azevedo Castello Branco left his post as Civil Governor of the district of Lisbon to act as Envoy. It is said, in an important diplomatic mission to China, as to whose object there are current two different versions. According to the first, it is said that the Envoy comes to China to see whether it may not be possible definitely to settle with the Chinese Emperor the question of Portuguese sovereignty over the small island of Lappa, opposite Macao, which the Celestial Empire has obstinately refused to recognise. It is also so, Senhor José de Azevedo embarked in this special mission as an accredited ambassador, with a secretary and a staff. Certain papers, justly alarmed with the imminence of the necessarily large expenditure which such a special mission would involve, ask if it could not be dispensed with, seeing that this diplomatic representative of Portugal in the East is the Governor of Macao. That official has already conducted the negotiations in reference to this matter several times; and he can therefore again do so now, the more so since Senhor Horta e Costa is a well-informed official who is very highly thought of in this part of the world, and is thus better circumstanced to arrive at a favourable solution of this old question. On the other hand, the Portuguese pro-Governor, must Press urge that it is absolutely necessary at this juncture to give the subject the character of a special mission, inasmuch as it is expected that issues giving rise to controversies affecting international politics might result as an outcome of this embassy.

According to the second version, generally believed to be the more likely, Conselheiro José de Azevedo comes out to represent Portugal in the international conference to be held at Peking. Portugal's abstention therefrom would be considered unjustifiable, seeing that large interests link her with the Celestial Kingdom—interests which might, were she to remain unrepresented, be jeopardised. These interests, the Portuguese Press affirms, cannot for one moment be allowed to develop into subjects for political controversies, but rather must be firmly established and properly recognised.

CONCERT AT THE PEAK HOTEL.

Peak dwellers had the pleasure last evening of hearing that popular and talented artist, Madame Agnes Freed, who, assisted by several local amateurs gave a concert in the large dining-room of the Peak Hotel, which was filled with an appreciative audience. Principal interest centred, of course, in the contributions which Madame Freed made to the programme, but at the same time the efforts of the other artists, vocal and instrumental, were of an excellent nature and were very much enjoyed. Madame Freed got a very hearty reception and sang her numbers in a manner well calculated to enhance her already eminent reputation as a vocalist of refined taste and excellent voice and culture. Her first efforts—"Johnnie" "Still Vie Die Nacht" and "Take me, Jamie Dear"—were rendered with very fine effect. "Exquisite feeling and tenderness marked her singing of 'Lady' (Behrend), a song that she gave by request. Also by special request, Madame Freed sang 'Back-Ground' 'Are Maria,' with violin obligato by Mrs. A. H. Ough, and in it were heard perhaps to best advantage the rich full qualities of her vocal gifts. Madame Freed gained unstinted applause. The other vocalists who appeared were Mrs. A. B. Hamilton and Mr. A. Cunningham. Mrs. Cunningham gave as one of her numbers 'The Master's' 'Dear Heart,' in the rendering of which she showed herself the possessor of a well-trained voice, and of pianoforte abilities of a no mean order; she was deservedly recalled. Mr. Cunningham was heard to excellent advantage in 'The Holy City' and 'The Shipper of St. Ives,' and won cordial applause for both his numbers. Later, in the absence of another, he sang 'In Cellar Cool,' again receiving a good reception. The instrumental part of the programme was no less enjoyable than the vocal. Mrs. A. H. Ough, who is a newcomer to the Colony and one who will be a distinct acquisition to its musical life, played several violin selections in addition to the outgo already mentioned. In Mabel Bourne-Green's two pieces, 'Berceuse' and 'Scherzo' she found admirable success for the display of her command of technique and of expression; her reception was very gratifying. Mr. A. Cunningham filled the part of pianist with an easy and distinguished distinction. The solo with which we opened our concert—Chopin's 'Scherzo' in A minor—was very good; and likewise his rendering of Liszt's 'Fantasia' 'Piano' 'Wald' was a performance eminently worthy of his well-known exceptional abilities. He was recalled. The whole concert was unanimously voted a great success, though the rendering of some numbers was somewhat marred by the bad acoustic properties of the room and an indifferent piano. Thanks are due to Mr. A. H. Ough, the manager of the hotel, for kindly giving the room for the occasion.

DRESSES AT THE ST. ANDREW'S BALL.

FROM A LADY CORRESPONDENT.

The Hongkong season may now be said to have commenced in all truth, and the success of its opening to wit, was such that one is all agog with curiosity to ascertain whether the following gossips will be dilled by the brilliant of the St. Andrew's Ball. The patron saint of Scotland can certainly have no cause of complaint in the manner in which his votaries celebrated the day dedicated to him (or rather the eve of that day, to be absolutely correct), for even in the most depressing weather rows of carriages and rickshaws drew up in front of the City Hall in an apparently unceasing stream.

The entrance hall was prettily decorated with wreaths and pots of flowers and ferns, and the central landing of the grand staircase was a true work of art. Masses of soft green foliage, with brilliant flowers relieving its sombreness, the burnished nozzles of two howitzers, a brilliant phalanx of bayonets and ramrods, and the whole enhanced by coloured lamps of electric light flaming like jewels from a dark setting, made a beautiful and striking scene. The two dancing rooms, St. George's and St. Andrew's halls, were also most tastefully decorated, and the floors were beyond reproach. The arrangement of the bandstand between the two halls was also very pretty. The dancing began at nine o'clock, following the entrance of H.E. the Governor, who was received by the President, the Hon. T. H. Whitehead. A set of Lancers was the first item on the programme, after which the gaitery began in full swing and was kept up till past three o'clock the next morning. In the Governor's set were Lady Gascoigne, wearing a handsome dress of brown velvet silk; Mrs. Stewart Lockhart in black, with a plaid of Stewart tartan fastened on the shoulder by a large silver brooch; Miss Anderson in black; Mr. Richardson in a pretty white dress with sprays of tiny pink tulle roses; and Mrs. Wood, the bride of the energetic and popular Hon. Secretary of the St. Andrew's Society, in rich white satin and lace. Among the other ladies present at the Ball were—The Hon. Mrs. Bertie in white gauze with a lace-trimmed skirt; Mrs. Layton in a very beautiful dress of white and silver brocade with a panel of pale blue accordion-pleated chiffon crossed by little silver cords; Mrs. Bellis in a handsome black dress; Miss Jackson in pale blue silk with little knots of black velvet; Mrs. MacKay in white, with a tulle sash; Mrs. Leigh in black, with cream lace appliques and full chiffon sleeves; Mrs. Walter Lloyd in a charming dress of pale blue satin, the bodice trimmed with handsome laced straps of forget-me-nots over the shoulders; Mrs. Peter in a rich white brocade dress; Mrs. Limpsin in white, carrying a bouquet of roses; Miss Powell in a very pretty pale pink dress, relieved with touches of sage green velvet; Miss Futchings in white satin, and her sister in scarlet silk; Mr. Langlands in pale blue with yoke and sleeves of guipure lace; Mr. Playfair in a black dress with a plaid of Forbes tartan; Mr. Fraser in white silk, trimmed with pale pink chiffon, and chiffon straps over the shoulders; Mrs. Wintour in white satin; Mrs. Pemberton, looking very charming in a dress trimmed with rich guipure lace; Miss Hartigan in a pretty dress of pink gauze; Miss Haselard in a scarlet chiffon; Mrs. Yeats in black with a velvet bodice; Mrs. Andrew in pale blue; Miss Cleve in an extremely pretty dress of pale blue flowered muslin trimmed with coffee coloured lace; and her sister in white; Mrs. Frampton in pale blue silk trimmed with black velvet; Mrs. Hawkins, in a dress of white tulle with bunches of violets scattered over it; and the Misses Holmes, the elder in black and her sister in white.

The ball room presented a brilliant spectacle with the many coloured dresses of the ladies, the gorgeous naval and military uniforms, interspersed with the ordinary black of the civilians, and the occasional Scotchmen who were fortunate enough to be able to wear their most becoming and picturesque costume.

The supper, which took place in the Theatre, was a great success, and ample justice was done to it by all, and it was noticeable that several of the guests who could not claim even Scotch descent were of the "haggis" variety. The departure of these guests leaving for the Peak and Kowloon considerably thinned the dancing rooms, and those who remained were thus more able to appreciate the excellence of the floors. Altogether the arrangements were admirably planned and carried out, and the greatest credit reflects upon those who formed the various committees for the different departments, and I am sure that "Auld Lang Syne" was never sung with a heartier wish for a future meeting than at three in the morning of St. Andrew's Day.

EMPIRE COMEDY COMPANY.

Another change took place last night in the repertoire of this excellent combination of variety artists, *Muldoon's Picnic* being replaced by an equally funny burlesque on *A Trip to Chinatown*. That the success of this latest skit was as complete as that of the Irish comedy had ample evidence in the unrestrained mirth of the audience, a large one despite the cold snap in the night air. All those taking part in the burlesque played up to their usual excellent standard. In the second part of the programme the Misses Cleveland and Albert gave a fine rendering of a duet, "In the dusk of the twilight," and, needless to say, were encored. Mr. Steve Adon was as funny as ever, and Mr. Walter Harley and Miss Florrie Adelaide made a first-rate combination in their grotesque sketch, "High Rollers." That Miss Emma Smith met with an enthusiastic reception as a comic specialist, a direction in which she has shown marked ability, goes without saying; whilst the pretty ball-dancers, the Misses Davis and Tinsley and the Sisters Bailey, were warmly applauded for the gracefulness of their performance. A very pleasant evening was brought to a close by another of the company's laughable sketches.

THE HONGKONG MEAT SUPPLY.

SOMETHING LIKE TWO YEARS HAS NOW ELAPSED SINCE THE COMMISSION APPOINTED TO ENQUIRE INTO AND REPORT UPON THE MEAT-SUPPLY OF HONGKONG.

Something like two years has now elapsed since the Commission appointed to enquire into and report upon the meat-supply of Hongkong, yet nothing has been done in the interval to remove or at least minimise the still existing monopoly which the Chinese enjoy as regards the supply of meat to the colony. Perhaps it would be too much to expect the Government to do anything in this direction. The appointment of a "Commission to enquire" is itself nearly always looked upon by the authorities as of the nature of a huge concession, although the results are often no more than a carefully labelled and pigeon-holed report. But meanwhile, whatever may be the alternative Governmental measures contemplated, it has remained for local private enterprise to take the first step in breaking down what was recognised at the time of the Commission's sittings—and is so still—as a peculiarly undesirable monopoly, and one which it is an open secret is in the hands of practically only two Chinese individuals.

Those responsible for this endeavour to secure at least a division of the supply trade—a combination of local firms—namely Messrs. Butterfield and Swire and the Hongkong Ice Company, Ltd.—who have just begun an extensive scheme of importation of frozen mutton, game, and provisions from Australia. To this end, the shipping firm has had two of its steamers fitted up with special refrigerating and cold storage plant while at the Ice Company's works at East Point there has just been completed an extensive and store. Some idea of the size of the capacity of this building can be realised from the fact that it contains cold chambers capable of keeping in storage no less than 15,000 carcasses of mutton; and of its excellent equipment one may form some conception by learning that already a sum of \$65,000 has been spent upon it. The construction of such a building is, of course, very costly. Insulation 12 inches thick, composed of valuable materials, covers the inside walls and ceilings while that affixed to those walls which are exposed to the sun is correspondingly thicker and more protective. The massive doors weigh about 15 cwt. each. There are in all five chambers. Of these, three are ready for use and the remainder will be brought into service whenever the business requires them. Two are partly occupied by the first consignment of meat and provisions which arrived from Australia recently. This consisted of mutton, game, turkeys, rabbits, hares, and other game. The next consignment will include bacon, ham, butter, and cheese.

In connection with this new venture, a cold meat store has been opened adjoining the ice store in Lee House Street. It is being well patronised by the European community. The Naval and Military forces in the Colony are now being supplied regularly with mutton from the cold stores, the former twice a week, the latter once a week; and we understand that the frozen meat is being much appreciated in both branches of the service, the men finding it quite a treat after their previous unchanging beef diet.

Under the experienced management of Mr. William Parlane, the business may be expected to extend very much before long.

HONGKONG LEGISLATIVE COUNCIL.

A MEETING OF THE COUNCIL WILL BE HELD TO-DAY AT 3.00 P.M.

BUSINESS.

1. Financial Minutes. (Nos. 69 and 70.)
2. Report of the Finance Committee. (No. 14.)
3. Report of the Public Works Committee. (No. 7.)

4. Motion.—That the Standing Rules and Orders of this Council made in pursuance of Article XIX of the Royal Instructions of the 19th day of January, 1898, and dated the 26th day of June, 1899, and amended by the Legislative Council on the 14th day of June, 1900, be further amended as follows:—

(a) That the present Rules and Orders 1 and 2 of the said Rules and Orders be omitted and that the following Rule be substituted therefor to be numbered 1: "The meetings of the Legislative Council shall be held on such day and hour as shall from time to time be ordered by the Governor; and that the subsequent Standing Rules and Orders be renumbered accordingly."

(b) That the present Rule and Order 3 be amended by deleting the word "special" before the word "meeting."

(c) That the present Rule and Order 9 be amended by deleting the words "After which the orders of the day shall be read by the Clerk."

(d) That paragraph 5 of the present Rule and Order 10 be amended by inserting the words "on receipt" between the word "shall" and the word "be" and by substituting the words, "of the Council," for the words "on receipt" after the word "Clerk."

ORDERS OF THE DAY.

1. First reading of a Bill entitled An Ordinance to amend the Statute Law Ordinance, 1901.
2. Second reading of the Bill entitled An Ordinance to amend The Births and Deaths Registration Ordinance, 1898.
3. Second reading of the Bill entitled An Ordinance to further amend the Law relating to Dangerous Goods.
4. Second reading of the Bill entitled An Ordinance to facilitate the investment of Trust and other funds in the United Kingdom, in Hongkong Government securities.
5. Second reading of the Bill entitled An Ordinance to amend The Hongkong Rope Manufacturing Company, Limited, to construct a Tramway within the Colony of Hongkong.
6. Second reading of the Bill entitled An Ordinance to further amend the Chinese Emigration Consolidation Ordinance, 1899.

R. F. JOHNSTON, Acting Clerk of Councils.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

3.07 NEWSPAPER L. CORRECTION.

MACNIVEN & CAMERON'S ZENS.

THE WARRIOR FAN, for Easy Writing.

THE WARRIOR SCOTCHMAN PEN, instead of a Quill.

THE FLYING J. 200 words per day.

1899—1 WARRIOR WORKS BOMBURD.

POLICE COURT.

Tuesday, 3rd December.

BEFORE MR. F. A. HAZLEMAN (POLICE MAGISTRATE).

AN IMPUDENT THEFT.

A coolie walking down Richmond Terrace yesterday forenoon saw an open window and a chance to do "business." He fulfilled the letter of the maxim about making hay whilst the sun shines, and scrambled in at the window. There was no time to waste in selection, as he picked up the first things that came to his hand—some browned suitcases and matches—holders—and he says to leave as he had entered, but the tenant of the house happened just then to enter the room, and the thief was caught red-handed. His case was remanded yesterday when it came before his Worship.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

NO PLACE LIKE HOME.

Chan Fuk, alias Su Wang, is a sentimentalist with an overweening fondness for home. This was unfortunate for him, because the authorities had already decided that Chan's room was better than his company, and banished him. However, a longing to revisit old scenes came over him, and he recently returned to the Colony. He might have escaped detection for an indefinite period had he not been disturbed one night in the kitchen of a shop at 31 Queen's Road West, into which he had broken. The *fuk* who made the discovery tried to arrest him, but received a severe cut over the wrist from a chopper. He shouted the alarm, and another Chinaman joined in the chase after the escaping thief, who was eventually captured. He had \$180 worth of goods ready to take away when he was interrupted. For felony, the defendant got three months' hard labour; for wounding, six months; and for returning from banishment, one year, all the sentences to be consecutive.

THE ARREST OF MR. PATTERSON IN MANILA.

With reference to the arrest of Mr. Patterson in Manila, telegraphed to us by our correspondent there last week, the *Manila Times* has the following in its issue of the 28th ult.:

"Mr. Thomas Patterson, a British subject, secretary to Sixto Lopez, the Filipino agitator, arrived on the British steamer *Yuenang* from Hongkong Sunday afternoon, and was met by Fiske Warren, who had secured a banca, and was secretly brought ashore. The secret service department was on hand and boarded the steamer upon her arrival, and took Mr. Patterson in charge, placing him on board one of the *Yuenang's* launch, not suspecting that he was a confederate at hand. They again boarded the vessel to look for any other passengers who might need their attention. During their absence it appears that Fiske Warren, who had secured a banca and gone out to meet Mr. Patterson, accompanied by Sixto Lopez's brother, went alongside the launch, and Mr. Patterson crossed over and quietly stepped into the banca and was rowed ashore. His baggage was taken in charge and placed in the Customs House. If Mr. Patterson claims his baggage, he will first have to present himself to the Collector of Customs and take the oath that has been prepared for his kind."

"Upon the arrival of the *Kasaga Maru* Sunday a police-patrol boat was stationed alongside, and during the night kept close watch on the steamer, it being the opinion that Sixto Lopez might possibly be a passenger, following close upon the heels of his secretary. "Early yesterday afternoon, Fiske Warren and Mr. Patterson called on the British Consul, but it is believed they received but little sympathy from him. Thereafter they visited the Customs House in order to obtain Mr. Patterson's baggage. He was informed, however, by Collector Shuster that it would be necessary for him to take the oath lately passed by the Commission. After some deliberation Mr. Patterson decided that he would or could not do this. Mr. Shuster thereupon informed him that he must prepare to leave the island, and enquired where made from the agents, placing him on board one of the *Yuenang's* launch, and he was taken to the Customs House. This being arranged his baggage was hastily placed aboard a launch. Mr. Warren accompanied Mr. Patterson in the race to catch the *Diamante*, but the steamer was under way when the bay was reached, so the *Yuenang* was substituted. The *Yuenang* does not sail until the 28th, giving Mr. Patterson ample opportunity to observe Filipino life as it is seen in the bay."

In its issue of the 27th, the *Times* says—

"Upon boarding the *Yuenang*, Mr. Warren assured his friend that everything would be done towards getting him off the ship, as the long and tedious wait of four days for the steamer to call might be wearisome. In this he proved successful, for the British Consul appeared before the Collector of Customs yesterday and informed Mr. Shuster that he would be responsible for Mr. Patterson if he could be allowed to come ashore. This being sufficient guarantee, a launch was sent to the *Yuenang* and the secretary was given the freedom of the city, subject to the call of Mr. Shuster."

"Yesterday when seen by a *Times* reporter, and asked as to his views on the oath that was offered him, he stated that being a British subject he could not take the oath, but that he was more than willing to give his word to support every clause it contained and would be willing to go even farther. Mr. Patterson is a very striking character and a man of splendid education, having travelled extensively, being born in Australia where he held the office of magistrate in one of the large cities. He has also resided in London, New York and Cuba. It has been a source of wonderment to those who have come in contact with him that he has lent himself to the cause he now champions. Mr. Patterson goes to Hongkong on Friday aboard the *Yuenang*, the vessel that brought him to Manila, a deported man."

The papers recording the above were brought by the *Hilglen*, which left Manila on the 29th ult.

SOFT, FAIR, DELICATE SKIN. A clear and healthy complexion produced by using ROWLAND'S KALYDOR, the most soothing, healing, curative and refreshing preparation, and is entirely harmless to the most delicate skin. It prevents and removes Freckles, Tan, Sunburn, Redness, Roughness, Itch, Eruptions, Irritation, Stings of Insects, Eczema, Burns, imparts a luxuriant beauty to the complexion, and arrays the neck, hands and arms in matchless whiteness, unobtainable by any other means. Ask Stores and Chemists for ROWLAND'S KALYDOR, and avoid poisonous imitations. [1894-2]

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

An extraordinary general meeting of the shareholders of this company was held at the Cannon Street Hotel, E.C., on Wednesday, the 16th October, under the presidency of Mr. J. Howard Gwyther.

The MANAGER (Mr. W. A. Main) having read the notice convening the meeting, The CHAIRMAN said—Before moving a resolution regarding the interim dividend, I desire to inform the shareholders that we are pursuing our customary conservative policy of quiet progress. I think I may safely say that our customers are content with our liberal treatment, and that our credit is entirely satisfactory. We have to be vigorously alive to all the movements of exchange, and endeavour to constantly employ our funds. It is only by a rapid turnover of our money that we can ensure success, as the margin of any individual transaction is generally infinitesimal. Competition from foreign banks is constantly on the increase, and the struggle to maintain our position is difficult, as these institutions, in various indirect ways, are materially assisted by their respective Governments. We must all regret to notice that the weekly telegrams from India indicate a definite rainfall in certain districts. This repetition of such a grave misfortune is much to be deplored. The Government, even with the most heroic efforts to ward off death and disease, cannot grapple with the evil in its entirety, and, in addition to the sufferings of the people in those districts, the country as a whole will suffer through a shrunken land revenue, and larger outlay on the purchase of food. Since our last meeting, business in North China has improved, the stocks of goods at Shanghai have diminished, and further shipments are going forward from Lancashire. We may hope to see Tientsin gradually resume its normal condition, when the Court has returned to Peking, and recently devastated districts are repopulated and replanted. The country generally will feel the burden of the indemnity demanded by the allied Powers, and this grievance will naturally not lessen the bitter feelings existing in the minds of the people towards foreigners. The drain of gold from Japan has happily ceased, a bumper rice-crop is assured, and the excessive imports of last year have not been repeated. At Manila order is slowly evolving out of chaos. The Americans have practically subdued the insurgents, and the natives, upon whom they feel peace can be relied, through the difficulty of bringing produce down to the seaboard from the disaffected districts. The present position of the external trade of England has been much discussed of late, and the subject greatly interests us as an Eastern Bank. For the greater part of the last century the world's demand for manufactures was mainly supplied by this country. East and West, Germany, thanks to the consolidation brought about by Bismarck after the late war, has made wonderful strides. Factories have arisen throughout the length and breadth of the land, and now we are confronted by a nation, highly educated, methodical, patient and economical, fully equipped for the struggle. The United States will in the future be even a more formidable rival. Through protection they have built up industries whereby the raw products lying at their doors can be utilised on the spot. With indigenous coal, iron, and cotton, plus marked intelligence, and conspicuous inventive powers, they are bound more and more to seek outlying markets for their varied manufactures. We must not only realise that our virtual monopoly has vanished, but that to retain a reasonable proportion of the world's trade we must keep pace with times, and by adaptability, industry, and frugality, show that we are not only equal to the test, successfully compete with our neighbours. I think that the wise words uttered by Lord Knebworth at Birmingham last night—"the nation that is satisfied is lost"—should be seriously taken to heart by those who carry on the export trade of this country. I have now to move: "That an interim dividend for the half-year ended June 30th last, at the rate of 10 per cent. per annum free of income tax, be now declared, payable on and after the 25th inst."

Mr. EMILY LEVITT agreed to the resolution, which was unanimously agreed to. Mr. BRYAN BAYNE proposed—"That the thanks of the shareholders be given to the directors and to the staff for their successful management of the bank."

Mr. JOSEPH KENNEDY seconded the motion, which was also agreed to.

The CHAIRMAN—I beg to thank you, gentlemen, on behalf of my colleagues, the staff, and myself, for your vote of thanks. The proceedings then terminated.

TRADE PROSPECTS IN CHINA.

Under the auspices of the Liverpool Chamber of Commerce, Liverpool business men were given a few facts with regard to China which should at least set the enterprising thinking. Mr. Chas. Bigham has during the comparatively short space of eighteen months, learnt a great deal about the great empire of the Celestial, which has for its population practically one-fourth of the inhabitants of the world. Mr. Bigham is but young (comparatively) in years, but his perception is that of one experienced in summing up a situation. His views of the commercial prospects in China are, perhaps, more optimistic than those of men who have been long in the struggle out in the Far East, but without detracting from the capacity of those who have made and maintained the trade which has been carried on between these islands and the China treaty ports, there appears to have been a laxity quite unaccountable. Some British firms have pulled on and succeeded, but we do not think the most has been made of the opportunities. In the conduct of both freight and passenger business there appears to have been a general policy pursued, which has to a great extent succeeded in placing them in a position to explain their anomalous position. Mr. Bigham did not refer to size issues; he devoted himself to pointing out the boundless wealth, mineral and agricultural, of the great provinces north of one of the greatest natural waterways in the world—the Yangtze-Kiang. Although the British vessels have been trading up this stream for upwards of a thousand miles, and we possess the privilege of a thousand miles of trade interests in the Yangtze Valley, it is left to Germany to display its maritime power by sending a gunboat into reaches of that river never traversed by a British war vessel. Great Britain has immense interests in China, and to this country is practically due the whole of the trade of China with the world outside its immense stretch of coast; yet, for lack of Government policy, these interests have been neglected, our traders left to their own devices, and others have been allowed to enter and foster at this country's initial cost. The text

AUCTION.

PUBLIC AUCTION.

NOTICE OF SALE OF A VALUABLE COLLECTION OF JEWELLERY AND PRECIOUS STONES.

THE UNDERSIGNED HAVE BEEN FAVOURED, WITH INSTRUCTIONS TO SELL BY PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

ON SATURDAY.

THE 14TH DECEMBER NEXT, AT 11 A.M., WITHIN THEIR SALES ROOMS, NO. 20, DES VIGUEUX ROAD,

A LARGE ASSORTMENT OF LADIES' & GENTLEMEN'S JEWELLERY,

COMPRISING—

DIAMOND, OPAL AND CORAL NECKLACES, WATCHES, LADIES' LONG CHAINS, PENDANTS, BROOCHES, EAR RINGS, SLEEVE LINKS, RINGS SET WITH PRECIOUS STONES, SCARF PINS, &c., &c. Settings of English and Chinese Workmanship (the English settings being of Solid Gold, Hall marked 15 and 18 Carat).

Also A Large and Choice Selection of UNSET DIAMONDS of Perfect Cut, RUBIES, OPALS and other PRECIOUS STONES ranging from 3 to 49 Carats each, which will be sold by the Carat.

This Collection is not Locally Owned, but consists exclusively of Jewellery, &c., selected at home for the Philippine market, but owing to the excessive import duties recently imposed in Manila, the consignee has decided to stop the consignment and realise by Public Auction here, which will enable the Hongkong Community to obtain high-class selections at much under retail prices.

Catalogues will be ready on the 10th December next, and the several Articles will be on view in our Sales Rooms on the 12th and 13th.

TERMS:—As usual.

HUGHES & HOUGH,

AUCTIONEERS.

[3053]

Hongkong, 30th November, 1901.

taken by Mr. Bigham was that of transport, without which no advance can be made. The waterways should be dredged, the routes renewed, and railways constructed in such places as are the likeliest to respond to the transport facilities provided. We sincerely hope that China will not fall under the control of those nations which enter through the door of war, and open, and by one means or another, the opportunities that have been lost to British trade through the lack of sympathy and limitations of scope of Englishmen, who have been prepared to say that this or that was "not their pigeon" will never return. It remains for British merchants and others to watch this great country, and get all that can be secured of its trade, keeping an eye on any possibility of removing, or reducing, the commercial destruction of the system, which up the energies of all internal trade. When the dry bones of the celestial empire begin to move it should not be found that British interests have been neglected; but that the awakening will benefit, rather than destroy, the trade of this country with China.—Liverpool Chamber of Commerce.

SHIPS AND GUNNERY.

The Naval and Military Record of the last week writes:—

Some remarkable results in naval gunnery have recently been achieved, and it will be interesting to observe how the Admiralty utilise the advantages afforded by mechanical aids to accurate and rapid firing. So far, the highest criterion we can go by is that furnished from the cruiser *Terrible*, one of whose men fired eight rounds from the 6-inch quickfiring gun and hit the target each time in the minimum recorded period. That, however, was in a commissioned ship, where the officers and men are enthusiasts. Recently two trials of a highly important character have taken place at Portsmouth, one with a 9.2-inch gun and the other from a 12-inch gun. The former fired five rounds in 85 seconds, and the latter ten rounds from two guns in 4min. 46sec. In each case the men had but only three days' experience with the new machinery they were handling, but they succeeded in destroying the targets. When the 12-inch gun was tried there happened to be no wind, consequently neither gun could be fired until the smoke from the other had been cleared away, otherwise the rapidly would have been obscured. Nevertheless, we have been much gratified with the newest appliances, the 12-inch gun can discharge a projectile weighing 85lb. every 30 seconds, and that in the same time the 9.2-inch gun can fire two projectiles each weighing 380lb.

To realise the importance of these startling results we have but to imagine that in action every round hits, and it is easy to conceive that in less than five minutes the stricken ship will be a shambled field with dead men or men demoralised and demoralised. If, on the other hand, our men do not shoot straight the demoralisation and death will be on our side. The genius of inventors may push our advantage even further than they have already gone; but it must always be borne in mind that every gain in this direction throws increased responsibility on the man behind the gun. If this man is retarded by the spit and polish of the officers or by the parsimony of the Admiralty in restricting to absurdly small limits the issue of practice ammunition then, if the empire is lost by the incapacity of the man behind the gun, we shall know whom to blame. But it will be too late.

Here is a field in which the Navy League may labour and bring forth good fruit. They tell us that the Mediterranean wants more ships, that Great Britain has 53 battleships, France 26, Russia 24, and Germany 25. And they quote Sir G. Phipps Hornby as declaring that he would not care to go into action with an inferior force. Given two men of equal ability, and let the gunners in one fleet be highly trained while the men in the other fleet are trained in polishing brass work. Which is the inferior

force? We quite approve the two-Power standard and even a higher standard, if we can get it; but we must never lose sight of the fact that the next war will be no exception to the universal law. The ships will be fought by the men behind the guns. If only the Navy League would assimilate this fundamental principle we might hope to see war indefinitely averted, not because we have the most ships, but because our gunners are the most rapid and the most deadly shots. We spend pounds on armaments, and peace on teaching the men men how to use them, and then we delude ourselves into believing that we are a practical people. It is time we ceased counting ships and turned our attention to counting gunners.



CLARETS.

VIN ORDINAIRE	1 Doz. Bottles	2 Doz. Bottles	4 Doz. Bottles
MEDOC	\$4.00	\$4.50	\$7.50
ST. EMILION	4.50	5.00	8.00
MARGAUX	5.50	6.00	9.00
ST. JULIEN	6.00	6.50	9.50
ST. ESTEPHE	6.50	7.50	10.50
CH. LAPOUILLE	8.00	9.00	12.00
CH. LAROSE	11.00	12.00	15.00
CALIFORNIA	4.50	5.00	8.00
ZINFANDEL	5.00	5.50	8.50

An allowance of SEVENTY-FIVE CENTS per dozen is made for Quarter Bottles when returned to our Godown. Special rates for Hogheads.

BORDEAUX BOTTLED.

CH. D'ARLAC	1 Doz. Bottles
MARGAUX	\$13.00
CH. PONTET CANET	15.00
CH. LAROSE	24.00
CH. MOUTON ROTHSCHILD	36.00
ST. LEON, Tonic	38.00
	18.00

H. PRICE & CO.

12, QUEEN'S ROAD.

Hongkong, 16th November, 1901. [316]

THE ROBINSON

PIANO CO., LTD.

JUST UNPACKED.

A NEW SHIPMENT OF THE

CELEBRATED

APOLLO

PIANO

PLAYER.

INSPECTION INVITED.

Hongkong, 22nd November, 1901. [2884]

HOTEL

THE QUEEN'S HOTEL,

ELGIN ROAD, KOWLOON.

Three minutes' walk from the Steamer Wharves, and seven minutes by Ferry-launch from the City of Victoria.

A First-class Hotel with thirty-five very airy Bedrooms.

Board and Residence:—

By the day, From \$5 to \$7.00

" month, " \$85 to \$100.00

" for Married Couple " \$160.00

Everything of the Best.

Dinner Parties by Special Arrangement.

Billiards (Thurston Match Table).

Most perfect culinary arrangements.

Food both in European and Eastern styles.

H. RUTTONJEE,

Proprietor.

Hongkong, 25th November, 1901. [2991]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island: Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL	NO. & LINE	WORTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORT OF CALL	BALLAARAT	Brit. str.	2 m.	B. A. Peters	P. & O. S. N. Co.	On 7th inst. at Noon.
LONDON	ACHILLER	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 10th inst.
LONDON via SUEZ CANAL	GUNBOY	Brit. str.	2 m.	D. C. Gregor, R.N.R.	McGREGOR BROS. & GOW	On 4th inst.
LONDON	BORNEO	Brit. str.	2 m.	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	On 14th inst. at Noon.
LONDON	GLADSTONE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst.
LONDON	DEUCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th January.
LIVERPOOL DIRECT	PERLEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst.
LIVERPOOL DIRECT	IXION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st January.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	MAISON MARU	Jap. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 15th January.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	VILLE DE LA CIOTAT	Gen. str.	2 m.	J. B. Macmillan	McGREGOR BROS. & GOW	On 13th inst. at Daylight.
HAVRE, BREMEN & HAMBURG	WAKASA MARU	Jap. str.	2 m.	P. Grosch	NIPPON YUSEN KAISHA	On 18th inst. at 1 P.M.
HAVRE, BREMEN & HAMBURG	SUEBIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 27th inst. at Daylight.
HAVRE, BREMEN & HAMBURG	SUEBIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 12th inst. at Noon.
HAVRE, BREMEN & HAMBURG	NUERNBERG	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE, BREMEN & HAMBURG	STRASSBURG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 6th January.
HAVRE, BREMEN & HAMBURG	SAUBIA	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 13th January.
HAVRE, BREMEN & HAMBURG	AMBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 28th January.
HAVRE, BREMEN & HAMBURG	C. FERD. LAEISZ	Ger. str.	2 m.	Duckstein	HAMBURG-AMERIKA LINIE	On 12th February.
TRIESTE via SINGAPORE, &c.	AUSTRIA	Brit. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 26th February.
NEW YORK via PORTS & SUEZ CANAL	KURDISTAN	Brit. str.	2 m.	Fellner	SANDELL, WILCOX & CO.	On 17th inst. P.M.
NEW YORK via SUEZ CANAL	ACARA	Brit. str.	1 m.		DODWELL & CO. LIMITED	On or about 17th inst.
NEW YORK	ATHESIA	Ger. str.	2 m.	Wagner	HAMBURG-AMERIKA LINIE	On or about 20th inst.
VANCOUVER via SHANGHAI, &c.	ATHESIA	Ger. str.	2 m.	H. Mowatt	CANADIAN PACIFIC R. CO.	To-day.
VANCOUVER via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	M. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 18th inst. at Noon.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	TACOMA	Brit. str.	4 m.	A. Dixon	DODWELL & CO. LIMITED	On 17th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	RIJON MARU	Jap. str.	2 m.	N. Oho	NIPPON YUSEN KAISHA	On 16th inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	IYO MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 20th inst. at 4 P.M.
VICTORIA (B.C.), SEATTLE & TACOMA	PAKING	Brit. str.	2 m.		DODWELL & CO. LIMITED	Quick despatch.
SAN DIEGO, &c. via MOUL, &c.	THEIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
AUSTRALIAN PORTS	SAUTER	Brit. str.	2 m.	Ellis	GIRL, LIVINGSTON & CO.	On 12th inst. at 4 P.M.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 18th inst.
TOKYO	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	JARDINE, MATHESON & CO.	On 6th inst. at 4 P.M.
Kobe & YOKOHAMA	SADO MARU	Jap. str.	2 m.	W. Thompson	NIPPON YUSEN KAISHA	To-morrow, at Noon.
NAGASAKI, Kobe & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
MOJI, Kobe & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 9th inst. at Noon.
SHANGHAI	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On or about 7th inst.
SHANGHAI	WOODSUNG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 9th inst.
SHANGHAI	JAVA	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 9th inst.
POOHOW via SWATOW & AMOY	ANPIO MARU	Jap. str.	1 m.	S. Asumi	MIYOSHI BUSSAN KAISHA	On 18th inst. at Daylight.
ANPING via SWATOW & AMOY	MAIDJUN MARU	Jap. str.	1 m.	T. Sato	MIYOSHI BUSSAN KAISHA	On 14th inst.
TAMSU via SWATOW & AMOY	DAIJI MARU	Jap. str.	1 m.	T. Ogata	MIYOSHI BUSSAN KAISHA	On 8th inst.
MANILA via AMOY	DIAMANT	Brit. str.	2 m.	J. H. Schaubert	SWANSON, TOMES & CO.	To-day, at Noon.
MANILA	LOONGSANG	Brit. str.	2 m.	Weigl	JARDINE, MATHESON & CO.	On 7th inst. at Noon.
MANILA	SURGIANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th inst.
MANILA	EASTERN	Brit. str.	2 m.	Ellis	GIRL, LIVINGSTON & CO.	On 12th inst. at 4 P.M.
MANILA	TAIYUAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
ROMBAY via SINGAPORE & COLOMBO	MIKE MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 6th inst. at Noon.
BOMBAY via SINGAPORE & PENANG	BORNIKA	Ital. str.	2 m.	D. Costa	CARLOWITZ & CO.	On 18th inst. at Noon.

SHIPPING.

ARRIVALS.
Dec. 3, APENNADE, German str., 911, Maller, Haiphong 30th November and Hothow 1st December, General—JENSEN & CO.
Dec. 3, DORIS, Norwegian str., 1,060, Jacobsen, Hamburg 10th Oct., General—ORDRE.
Dec. 3, HANOT, French steamer, 742, Morlees, Haiphong 30th Nov. and Hothow 1st Dec., General—A. B. MASTY.
Dec. 3, HILGLEN, British str., 2,501, S. Pullford, Manila 30th Nov., General—DODWELL & CO., LTD.
Dec. 3, UNSANG, British str., 1,787, Davies, Java 22nd November, Sugar—JARDINE, MATHESON & CO.
Dec. 3, PHRA CHOM KLAO, German str., 1,012, T. A. Morris, Bangkok and Hothow 23rd Nov., General—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
3rd December.
Catherines Appear, British str., for Singapore.
Doris, Norwegian str., for Kobe.
Duke of York, British str., for Moji.
Eliza Newcomb, German str., for Shanghai.
Fidra, British str., for Swatow.
Kohsichang, German str., for Bangkok.
Trym, Norwegian str., for Haiphong.
DEPARTURES.
3rd December.
CATHARINE APPEAR, British str., for Calcutta.
CHANGCHENG, British str., for Amoy.
Duke of York, British str., for Tacoma.
Eliza Newcomb, German str., for Shanghai.
Fidra, British str., for Swatow.
JACOB DIEDERICHSEN, Ger. str., for Hothow.
KANTUCKY, American battleship, for Amoy.
KOHSHICHANG, German str., for Bangkok.
MACHAO, British str., for London.
PERLEUS, British str., for Amoy.
QUARTA, German str., for Chinkiang.
RICHMOND, British str., for Surabaya.
TRYM, Norwegian str., for Haiphong.
WOODSUNG, British str., for Canton.

VESSELS IN DOCK.

3rd December.
APENNADE DOCKS—Emeralda, Kaching, Twingtan.
KOWLOON DOCKS—Canton River, Etano, H. J. Albrecht, Kuan Lou, Roma, Houshuan, U.S.S. Princeton, Formosa, Juelin, Lot-Lee, H.M.S. Janus, Mongkut, Sandakan, Dr. Hans Jurg Kier, Saturn, Deucalion, Empress of Japan.
COSMOPOLITAN DOCK—Pissanoli, Tatchem, Amigo.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
DORIS, British ship, A. Low—Carlowitz & Co.
OSBERGA, British brig, Denmark—ORDRE.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR ANPING (via SWATOW AND AMOY).
THE Company's Steamship
"MAIDJUN MARU."
Captain T. Sato, will be despatched for the above ports on WEDNESDAY, the 11th December.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 28th November, 1901. [18]
"GLEN" LINE OF STEAMSHIPS.
FOR LONDON via SUEZ CANAL.
THE Steamship
"GLENBOY."
Captain Forbes Selby, will be despatched for the above ports on SATURDAY, the 14th December, 1901.
For Freight, apply to
McGREGOR BROS. & GOW.
Hongkong, 28th November, 1901. [3025]

VESSELS ON THE BERTH

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA via AMOY.
THE Company's Steamship
"DIAMANTE."

Captain J. Rattenbury, will be despatched for the above port TO-DAY, 4th December, at Noon.
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with Electric Light.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers.
Hongkong, 30th November, 1901. [3 61]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.
"KURDISTAN" ... On 5th December
"LENNOX" ... About 15th Dec.
"ORONSAY" ... About 31st Dec.
1902
"AFRIDI" ... About 10th Jan.
"HILLGLEN" ... About 20th Jan.
"LOWTHER CASTLE" ... About 31st Jan.
For Freight and further information, Apply to
DODWELL & CO., LD., Agents.
Hongkong, 28th November, 1901. [1739]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA.
THE Company's Steamship
"YIKSANG."

Captain McClure, will be despatched as above on FRIDAY, the 6th inst., at 3.30 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 3rd December, 1901. [3079]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"BALLAARAT"

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 7th December, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 1 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 25th November, 1901. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI via SWATOW AND AMOY.
THE Company's Steamship
"DAIJI MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 8th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 2nd December, 1901. [17]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FAHRDAMPFER DIENST.

(Taking Cargo at through rates to ASTRUP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUEBIA, SERBIA, NUERNBERG, STRASSBURG, SAMBIA, AMBIA, C. FERD. LAEISZ, ATHESIA.

STEAMERS. **DESTINATIONS.** **SAILING DATES.**
SUEBIA ... HAVRE, BREMEN & HAMBURG ... On 12th Dec. Freight.
SERBIA ... HAVRE & HAMBURG ... On 28th Dec. Freight.
NUERNBERG ... HAVRE, BREMEN & HAMBURG ... On 6th Jan. Freight.
STRASSBURG ... HAVRE & HAMBURG ... On 13th Jan. Freight.
SAMBIA ... HAVRE & HAMBURG ... On 28th Jan. Freight.
AMBIA ... HAVRE & HAMBURG ... On 12th Feb. Freight.
C. FERD. LAEISZ ... HAVRE & HAMBURG ... On 26th Feb. Freight.
ATHESIA ... NEW YORK ... About 20th Dec. Freight.
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [1051]
Hongkong, 4th November, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. **SPEED.** **PUNCTUALITY.**
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
"ATHENIAN" ... Comdr. H. Mowatt ... WEDNESDAY, 4th Dec., 1901
"EMPEROR OF JAPAN" ... Comdr. H. Pybus, R.N.R. ... WEDNESDAY, 18th Dec., 1901
"EMPEROR OF CHINA" ... Comdr. B. Archibald, R.N.R. ... WEDNESDAY, 15th Jan., 1902
"TARTAR" ... Comdr. E. Reitham, R.N.R. ... WEDNESDAY, 29th Jan., 1902
"EMPEROR OF INDIA" ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 12th Feb., 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent to FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connect—u is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Retar tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation equalled on the Pacific, also Steamer.

The "TARTAR" takes First Class and Steamer Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
J. A. BROWN, General Agent, Pedder's Street.

Hongkong, 21st November, 1901. [10]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
TACOMA	3,811	A. Dixon	December 17th
VICTORIA	3,502	J. Panten	December 27th
OLYMPIA	2,837	J. Truebridge	January 11th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 452.
Excellent accommodation. First-class Public, Doctor and STEWARDESS carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 232.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and TACOMA to DYER and St. Michael.

Rates of Passage to other Ports on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED, General Agents.

Hongkong, 18th November, 1901. [11]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMER	SAILING DATE
STUTTGART	WEDNESDAY, 11th Dec.
KONIG ALBERT	WEDNESDAY, 18th Dec.
PRINZESS IRENE	WEDNESDAY, 8th Jan., 1902
PRINZ HEINRICH	WEDNESDAY, 22nd Jan., 1902
PREUSSEN	WEDNESDAY, 5th Feb., 1902
HAMBURG	WEDNESDAY, 12th Feb., 1902
SAUBEN	WEDNESDAY, 19th Mar., 1902
KLAUSCHOU	WEDNESDAY, 26th Mar., 1902
STUTTGART	WEDNESDAY, 2nd Apr., 1902
KONIG ALBERT	WEDNESDAY, 9th Apr., 1902
PRINZESS IRENE	WEDNESDAY, 16th Apr., 1902
PRINZ HEINRICH	WEDNESDAY, 23rd Apr., 1902
PREUSSEN	WEDNESDAY, 30th Apr., 1902
HAMBURG	WEDNESDAY, 7th May, 1902
HAMBURG	WEDNESDAY, 14th June, 1902

ON WEDNESDAY, the 11th day of December, 1901, at Noon, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 6th December, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 10th December, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 10th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to
NORDDEUTSCHER LLOYD
MELOCHERS & CO., AGENTS.

Hongkong, 28th November, 1901. [9]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMER TO SAIL ON

FOR	STEAMER	TO SAIL ON	REMARKS
LONDON, &c.	BALLAARAT	Noon, 7th	See Special Advertisement
	E. A. Peters	December	
SHANGHAI	VALETTA	About 7th	Freight or Passage
	A. G. Cubitt, R.N.R.	December	
SHANGHAI	JAVA	About 8th	Freight or Passage
	G. W. Gordon, R.N.R.	December	
LONDON	BORNEO	Noon, 14th	Freight or Passage
	D. C. Gregor, R.N.R.	December	

PASSENGER SEASON 1902.
For MARSEILLES, PLYMOUTH, ORIENTAL ... 5,284 Tons ... 29th March.
and LONDON DIRECT ... MALTA ... 6,064 Tons ... 12th April.
WITHOUT TRANSHIPMENT.

For further Particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, 11th November, 1901. [1]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL	"PATROCLUS"	On 12th December.
GLASGOW and LIVERPOOL	"STENTOR"	On 24th December.
GLASGOW and LIVERPOOL	"MEMNON"	On 3rd January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 8th January.
GLASGOW and LIVERPOOL	"TANTALUS"	On 16th January.
FOR	HOMEWARDS.	DATE
LONDON	"ACHILLES"	On 10th December.
LONDON	"GLAUCUS"	On 24th December.
LONDON	"DEUCALION"	On 7th January.
LONDON	"FELEUS"	On 21st January.
LIVERPOOL DIRECT	"IXION"	On 18th December.
LIVERPOOL DIRECT	"PATROCLUS"	On 15th January.

(Taking Cargo at London Rates) The S.S. "DEUCALION" from GLASGOW and LIVERPOOL, has arrived on the 28th instant.

Hongkong, 22nd November, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 9th December.
MANILA	"SUNGKIANG"	On 12th December.
MANILA	"TAIYUAN"	On 18th December.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 18th December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 18th November, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA. The Steamship "EASTERN" Captain Ellis, will be despatched for the above port on THURSDAY, the 12th inst., at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light. A Stewardess and a daily qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from Manila are available for return by the Steamers of the China Navigation Company and vice versa. For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd December, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PEARL, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.) The Steamship "EASTERN" Captain Ellis, will be despatched for the above ports on THURSDAY, the 12th inst., at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light. A Stewardess and a daily qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa. For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd November, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, COAST AND SANTA FE RAILROAD CO. 2 PASSENGER SALOONS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO. VIA INLAND AREA OF JAPAN AND HONOLULU. TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU. THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c. S.S. "THYRA" On 16th December. The Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJIL, KOBÉ, and YOKOHAMA on SUNDAY, the 15th December. Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked with address in full. Value of goods is required. Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. For further information, as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th November, 1901.

VESSELS ON THE BERTH

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship "ACARA" Captain Kilgour, will be despatched as above on or about 17th December. To be followed by the Steamship "ASAMA" Captain Belmont, on or about 27th December. For Freight, apply to SHEWAN TOMES & CO., Hongkong, 23rd November, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PETERS every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DEUCALION" and hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th inst.

Optional cargo will be landed unless notice has been given prior to the arrival of the Goods subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th December. Owing to the steamer having met with an accident on the voyage from Singapore, a General Average Bond must be signed before Bills of Lading can be countersigned. No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th November, 1901.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "ATHOLL" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 28th instant. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th December, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th December, at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 28th November, 1901.

S. S. "YARBA"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex s.s. Memphis, in connection with the Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. TO-DAY, the 2nd inst., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 4th inst., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 9th inst., or they will not be recognised. All damaged packages will be examined on MONDAY, the 9th inst., at 3 P.M. No Fire Insurance has been effected. P. DE CHAMPMORIN, Acting Agent.

Hongkong, 2nd December, 1901.

HONGKONG.

Amigo, German str., 822, Hansen, Nov. 28, Jensen & Co.

Anping Maru, Jap. str., 1,058, Suzuki, Nov. 30, Mitsui Bussan Kaisha.

Apenrade, German str., 611, Lorenzen, Dec. 3, Jensen & Co.

Athenian, British str., 2,424, Mowatt, Nov. 14, C. P. & R. Co.

Brand, Norw. str., 1,520, Throusen, Nov. 30, Dodwell & Co., Limited.

China, German str., 1,113, Krebben, Nov. 30, Order.

Chowla, German str., 1,055, Musing, Nov. 29, Butterfield & Swire.

Deucalion, British str., 4,476, Keay, Nov. 28, Butterfield & Swire.

Deucalion, German str., 794, Schalkier, Nov. 29, Siemens & Co.

Deucalion, German str., 1,001, Frahm, Nov. 29, Siemens & Co.

Diamond, British str., 1,225, Battenbury, Nov. 29, Shawan, Tomes & Co.

Dr. Hans Jurg Kiser, Norw. str., 691, Larsen, Nov. 18, A. R. Marty.

Doria, Norwegian str., 1,000, Jacobsen, Dec. 3, Order.

Elcano, American str., 510, Alcantara, Sept. 2, Remond & Co., Limited.

Empress of Japan, British str., 3,003, Pybus, Nov. 27, C. P. & R. Co.

Emerald, British str., 886, McGinty, Nov. 17, Shawan, Tomes & Co.

Hanoi, French steamer, 741, Morice, Dec. 3, A. R. Marty.

Hillglen, British str., 2,501, Palford, Dec. 3, Dodwell & Co., Limited.

Hopang, British str., 1,369, Roops, Nov. 28, Jardine, Matheson & Co.

Jardine, Matheson & Co.

Kashig, British str., 1,118, Sanderson, Nov. 30, Butterfield & Swire.

Katsung, British str., 1,495, Selby, Nov. 28, Jardine, Matheson & Co.

Kvaron, British str., 1,374, Kanby, Nov. 25, Butterfield & Swire.

Lal-Tock, Spanish str., 185, Fabbregas, Nov. 17, A. R. Marty.

Loongmoon, Ger. str., 1,245, Scholdt, Dec. 2, Siemens & Co.

Loyal, German str., 1,008, Weidlich, Nov. 27, Remond & Co., Limited.

Master, British str., 1,950, Krafft, Dec. 1, M. B. Kaisha.

Mangkut, German str., 859, Gotsche, Nov. 15, Butterfield & Swire.

Nanyang, German str., 1,016, Hass, Dec. 1, East Asiatic Trading Co., Limited.

Neptune, British str., 2,178, Walters, Nov. 28, Standard Oil Co.

Olimpo, Austrian str., 2,242, Vorschick, Dec. 2, Brindley & Co.

Onagui, British str., 1,787, Davis, Dec. 3, Jardine, Matheson & Co.

Pha C. Kiao, Ger. str., 1,012, Morris, Dec. 3, Butterfield & Swire.

Pitsanulok, German str., 1,267, Illing, Nov. 10, Butterfield & Swire.

Rajaburi, German str., 1,189, Ahlborn, Nov. 28, Butterfield & Swire.

Sandakan, German str., 1,374, Brandstetter, Nov. 12, Melchers & Co.

Seneca, British str., 1,137, Cormack, Nov. 27, Standard Oil Co.

Sishan, British str., 957, Jones, Nov. 12, Brindley & Co.

Sullberg, German str., 782, Jensen, Dec. 1, Siemens & Co.

Tacoma, British str., 2,811, Dixon, Oct. 21, Dodwell & Co., Limited.

Taicheng, German str., 828, Ahrens, Nov. 17, Meyer & Co.

Tha, German str., 934, Ohlrich, Nov. 21, Taitan, German str., 1,002, Sanders, Nov. 18, Arnold, Karberg & Co.

Whampoa, British str., 1,109, Lavers, Nov. 27, Butterfield & Swire.

Hus, French steamer, 704, Goddard, Nov. 28, A. R. Marty.

Kashig, British str., 1,118, Sanderson, Nov. 30, Butterfield & Swire.

Katsung, British str., 1,495, Selby, Nov. 28, Jardine, Matheson & Co.

Kvaron, British str., 1,374, Kanby, Nov. 25, Butterfield & Swire.

Lal-Tock, Spanish str., 185, Fabbregas, Nov. 17, A. R. Marty.

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Taicheng, German str., 828, Ahrens, Nov. 17, Meyer & Co.

Tha, German str., 934, Ohlrich, Nov. 21, Taitan, German str., 1,002, Sanders, Nov. 18, Arnold, Karberg & Co.

Whampoa, British str., 1,109, Lavers, Nov. 27, Butterfield & Swire.

SAILING VESSELS.

Dalhousie, British ship, 1,360, Low, Nov. 3, Order.

Geo. T. Hay, British ship, 1,647, Spice, Oct. 20, Arnold, Karberg & Co.

Helen A. Wyman, 3 m. ship, 1,654, Vanho, H. J. Albrecht, German ship, 701, Anderson, Oct. 10, Master.

Launberg, Brit. bark, 1,215, McDougall, Aug. 12, Master.

WANTED.

CHINESE CLERK for South Formosa, with knowledge of English Book-keeping. Able to write a good Chinese letter, and translate same into English. Apply with testimonials, stating age, experience, and salary required, to—"H. H." Care of Daily Press Office. Hongkong, 25th November 1901. [2892]

AN ENGLISHMAN (28) with Home and Eastern experience in General Merchants and Shipping Office routine, is open for engagement in the Colony. Address—H. F. G. Care of Daily Press Office. Hongkong, 29th November, 1901. [3052]

DAVID CORSAIR & SON'S

NAVY BOILED CANVAS

RELINCE BROWN

ARNOLD, KARBERG & CO.

3191

ASANG FOO & CO.

SHAN WING HING

COAL MERCHANTS.

No. 48, DES VUEX ROAD CENTRAL.

Telephone No. 329.

Hongkong, 33rd September, 1901. [2411]

G. E. WALKER, BUILDING CONTRACTOR.

No. 34, WYNDHAM STREET.

SANITARY APPLIANCES SUPPLIED

AND FIXED. Specially Designed TRAPS for Bathrooms and Verandahs in Stock.

Agent for MOSAIC TILES. Prices on App. instn.

NO. 10, W. ON SALE.

IMPERIAL QUARTO

ENGLISH AND CHINESE

DICTIONARY.

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